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COUNTRY East Germany REPORTTOPIC Jueterbog Airfield

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EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED DATE PREPARED 4 August 1955 25X1REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Jueterbog airfield between 15 and 22 June 1955:

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~~4~~ 15 June. After 0730, 18 jet fighters with auxiliary fuel tanks, from the northern hangars were parked in one line east of the small woods. Of these aircraft 8 were MiG-15s or U-MiG-15s while the other 10 were MiG-17s. The latter aircraft were recognized by the pilot tube on each wing and the right angle formed by the trailing edge of the wing and the fuselage. Air activity began at 0830. All take-offs were made from east to west. After the take-off, the aircraft headed toward Markendorf. All aircraft returned from the same direction after 25 minutes and without circling the local area landed at the field. The MiG-15s or U-MiG-15s made individual flights at intervals of 20 to 25 minutes. The MiG-17s practiced flying in elements of two. After an interval between 1130 and 1500, there was air activity by MiG-17s which flew in formations of two and three. The interval between the take-offs by the formations was 20 to 25 minutes or the same as during the morning. The aircraft again headed toward Markendorf. Individual MiG-15s or U-MiG-15s were also seen aloft. Air activity discontinued at 1800. At 1300, 2 Il-28s took off, flew to the firing range where both aircraft lowered a sleeve target which was fired at by heavy AA guns. The two planes landed after 40 to 45 minutes.

16 June. During the morning, the officers and EM were scheduled to receive instruction. After 1300, 25 MiG-17s from the western hangars were parked east of the small wood. At 1330, the first take-offs were made by 6 jet fighters at intervals of 15 seconds. The aircraft assembled in the air to two wedge formations. After 10 minutes, another 6 jet fighters took off at intervals of 15 seconds and assembled in the same type formations. The first aircraft landed 25 minutes after the first take-off. The next 5 aircraft took off at intervals of 27 to 30 seconds. After a 25-minute flight, the second 6 jet fighters landed between 1405 and 1407. All aircraft had headed toward Markendorf and returned from that direction. Before landing, the aircraft flying in wedge formation flew north of the field toward the east, then returned successively in a wide curve to the south and finally landed from east to west. When one plane landed, the next one broke off from the formation after about 30 seconds, turned into the landing direction and landed. While the first aircraft were seen to break off from the formation

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near the airfield, the turns made by the last aircraft could not be observed. The landing procedures were executed with great accuracy. Forty-five minutes after the landing of the first 12 aircraft, the same landing procedure was repeated by the next 12 jet fighters. After these flights, there was an interval of 45 minutes. Subsequently, the same formation flying was practiced by two formations of 6 jet fighters each. These 12 aircraft were chosen without consideration from the 25 aircraft parked east of the woods. It appeared as if the described exercise was to be conducted at least once by all MiG-17s and MiG-15s at the field. The preceding flights were made by the aircraft which were successively chosen from the parked aircraft beginning at the small woods. At about 1645, air activity was discontinued and the aircraft were towed back into the hangars. Between 1700 and 1800, an individual take-off was made by an Il-28 which towed a sleeve target over the firing range. Somewhat later, a second Il-28 towing a sleeve target was seen over the firing range. The firing of rounds was not heard.

17 June. No flights by jet fighters were observed. Approximately between 1800 and 1845, one Il-28 was seen aloft towing a sleeve target.

18 June. Between 0700 and 0900, 2 Il-28s alternately made ~~single flights~~ about 50 minutes' duration. Each aircraft towed a sleeve target. ~~They were~~ fired at by light AA guns. After 1000, 12 jet fighters apparently MiG-17s were towed from the western hangars and parked in a line east of the small woods. Between 1030 and 1400, the aircraft flew in formations of two and three heading toward Markendorf and Golm. All aircraft had auxiliary fuel tanks. They returned from the same direction after about 20 minutes. There was an interval of 20 minutes between the flights by 2 formations.

21 June. MiG-15s or U-MiG-15s from the northern hangars made single flights of 10 to 40 minutes and MiG-17s practiced flying in formations of 2 to 4 minutes' duration. The aircraft taxied under their own power from the runway and return. Air activity discontinued at 1200. ~~Between 1200 and 1300, maintenance work was done on the aircraft. Between 1530 and 1600, a jet engine was heard running on the test stand. The engine was repeatedly run up and stopped. It ran at high speed for about 20 minutes. Between 1600 and 1900, individual Il-28s alternately towed sleeve targets over the airfield. Light AA guns and machine guns were heard flying at the targets.~~

22 June. There was hazy weather and intermittent drizzle. Some canvas-covered jet fighters were parked outside of the hangars. The EM were engaged in athletics and drilling, the drivers washed their vehicles and tested the motors and officers carrying maps went to the former Hindenburg Block for instruction. 1

2. Control procedures by Soviets at the entrances to the field and in the vicinity of the field were intensified.
3. During the last days, controls were particularly strict in the circle around Berlin. Almost all travellers to and from Berlin had to undergo a search of their person. Even minor articles bought in West Berlin were confiscated and the possessors of these articles were noted by the policemen.

4. The following air activity and aircraft were observed at the field between 18 and 28 June 1955:

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18 June. Between 2000 and 2030, no air activity was observed at the field but there was intensive activity on the landing field. A total of 30 jet fighters were parked at the field in the following arrangement: 17 in one line at the eastern end of the runway, 4 northeast of the eastern end of the runway, 1 in front of the test stand, 8 in front of the northern hangars, and 2 Il-28s in front of the western hangars. Fifteen tank trucks were parked in one row near the small woods, and 3 radio trucks 100 meters apart were seen north of the runway.

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25 June. Between 1030 and 1230, a large number of jet fighters was parked along the northern and southern edge of the landing field. Some aircraft were parked in revetments and others were on the dispersal areas and camouflaged with twigs. Two Il-28s were parked in front of a northern hangar. At 1105, an Il-28 [] landed at the field. The alert formation was still observed at the eastern end of the runway. 25X1

28 June. At 0930, one Il-28 took off heading west. Shortly afterwards, 2 jet fighters took off 5 times at intervals of 3 minutes. Their landings were not observed. Two Il-28s and 5 jet fighters were parked in front of the western hangar in the southwestern corner of the landing field. The alert formation was parked at the northeastern section of the eastern end of the runway. About 35 jet fighters were parked either in revetments or along the northern and southern edges of the landing field as on 25 June. They were camouflaged by branches against observation from the air. 1

5. A single-past radio station was located about 1,000 meters from the eastern end of the runway. A similar radio installation was in the western extension of the runway, about 100 meters west of triangulation point 96.1. A radio truck was parked next to the latter installation.
6. On 18, 25 and 28 June, 6 x 37-mm AA guns covered with camouflage nets were seen in the AA gun emplacement at the eastern edge of the landing field. Each gun had a 6-man crew. 1

1. [] Comment. It is believed that Jueterbog is still occupied by 2 fighter regiments. A total of 25 MiG-17s from the western hangars and 10 MiG-17s from the northern hangars were observed parked on the landing field. There was intensive air activity by MiG-17s which mostly practiced formation flying. After mid-June 1955, a maneuver-like activity was observed at various airfields in the Sovzone Germany, such as the parking of aircraft in revetments, camouflage measures around aircraft and AA gun emplacements etc. 25X1

2. [] Comment. The radio installations have been reported previously. 25X1

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